



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

*Værdi- og Prislærens Historie.* By T. H. ASCHEHOUG. (Reprinted from *Statsökonomisk Tidskrift*.) Christiania: Aschehoug & Co., 1902. 8vo, pp. 193.

THIS slight volume on the history of value and price theories comes nearer being a sketch than a monograph. The reason for so characterizing it is not its insignificance of bulk, but rather its compact form and concise presentation together with an easy and graceful touch and the absence of any attempt to follow the inquiry out exhaustively at any one point. It covers the history of doctrine since Adam Smith, with some slight reference to earlier writers; and shows such wide and intimate familiarity with the literature of the subject, and such sympathetic and at the same time critical appreciation of the many writers and points of view, as to leave the reader with a hearty regret that Professor Aschehoug has not chosen to deal more exhaustively with his subject.

V.

*Théorie de la valeur. Réfutation des théories de Rodbertus, Karl Marx, Stanley Jevons, et Böhm-Bawerk.* By CHRISTIAN CORNÉLISSSEN. Paris: Schleicher Frères et C<sup>ie</sup>, 1903. 12mo, pp. 408.

THE program confidently announced as above upon the exterior title-page of this new value book has, it must be admitted, a certain quality of allurements of the circus-poster sort. It should be clear that things await of surpassing interest—since they are promised us. Nevertheless, one is not overmuch cast down upon opening the book; for it often falls out in cases of this kind that more gets advertised upon the show-bills than is exhibited in the tent. So here—excepting that in this case there is nothing in the tent.

In any event it is not going too far to say that the book is not worth the while of any serious reader.

H. J. DAVENPORT.

*L'organisation commerciale de notre réseau de voies navigables.* By LOUIS LAFFITTE. Paris, 1901. 12mo, pp. 24.

THIS is an *extrait du Bulletin de la Mutuelle-Transports* whose keynote is sounded in its introductory words:

Few epochs have been so fertile in events favorable to the development of inland navigation as the last five years. National and international congresses, conferences of chambers of commerce, organization, by private

initiative, of educational committees destined to create an agitation in favor of navigable routes, the establishment of organs to spread the new gospel, have been formed and nothing has been lacking to point out that the future of large productive states is "on the water;" it is "on the water" that cheap transportation is found.

The article is divided into two parts, one relating to the "commercial organization of the navigable waters (inland) of Germany," the other dealing with the same subject in France. The object of considering the inland waterways of Germany, which the writer characterizes as "terre classique des transports par eau," is to influence agitation in favor of more energetic action in France. The central situation of Germany and her long navigable rivers—the Rhine, Weser, Elbe, and Oder, with their tributaries—make natural conditions very favorable for the development and extension of her inland waterways. The situation of France and her navigable rivers—the Seine, Marne, Saône, Rhône, Loire, and Garonne—make equally favorable conditions in that country. In the former country, however, owing to state ownership of both railroads and canals, the rule is to make all forms of transportation serve the industrial development of the country, while in France, owing to private ownership of railroads and public ownership of canals, such a rule is more difficult of realization.

By the use of their "special tariffs" the Germans can operate to the disadvantage of France and other countries. For example, they can so manipulate these tariffs as to divert traffic destined for Switzerland, Italy, Austria, and even France from French (Havre, Marseilles, etc.), Italian (Genoa), and Austrian (Trieste) ports.

The entire article is clearly written and gives us a good brief picture of the conditions of inland transportation in Germany and France.

GEORGE M. FISK.

---

*The American Merchant Marine: Its History and Romance from 1620 to 1902.* By WINTHROP L. MARVIN. New York: Charles Scribner's Sons, 1902. 8vo, pp. xvi + 444.

THE comprehensive character of this work is indicated by its title and "is the outcome," so the author tells us, "of twenty years of such study as the student gives to the theme that is nearest to his heart—of study supplemented by constant observation of the sea, its ships, and the ebb and flow of its commerce." There are eighteen chapters in the book, three dealing with colonial ships and their cargoes, eight treating of the history of the American merchant marine from 1789 to 1902,